

RAILYARD ALTERNATIVES & I-280 BOULEVARD (RAB) FEASIBILITY STUDY



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FEASIBILITY STUDY

RAB CITIZEN GROUP MEETING #6, MARCH 28TH 2018
HELD AT: OLD FIRE STATION 30 COMMUNITY ROOM | 1275 THIRD ST. SAN FRANCISCO, CA | 6:00-8:00PM

CITIZEN WORKING GROUP (CWG) MEETING AGENDA

- I. Goals for CWG Meeting #6
- II. Rail: Connecting the State, Region, City, and Neighborhoods
- III. Study Recap, Key Study Updates, Next Steps
 - Meeting #7
 - Public Workshop (tentatively May 2018)

I. GOALS FOR MEETING #6

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- Provide big-picture discussion of Rail on State, Region, City and Neighborhood perspective
- Provide study update
- Discuss proposed format and structure of public workshop

II. RAIL: CONNECTING THE STATE, REGION, CITY, AND NEIGHBORHOODS

A map of the San Francisco Bay Area and surrounding regions. The map is in grayscale, showing the coastline, major water bodies, and landmasses. Four cities are highlighted with concentric circles: Sacramento in the north, Oakland in the east, San Francisco in the west, and San Jose in the south. A dotted line connects Sacramento to Oakland, and a solid line connects Oakland to San Francisco. Another solid line connects San Francisco to San Jose. The text 'CONNECTING CALIFORNIA THE BAY AREA SAN FRANCISCO NEIGHBORHOODS' is overlaid on the map, with 'CONNECTING' in orange and the rest in black.

CONNECTING CALIFORNIA
THE BAY AREA
SAN FRANCISCO
NEIGHBORHOODS

CONNECTING CALIFORNIA

CALIFORNIA	2015	2065	GROWTH
POPULATION	39 M	52 M	+ 33%
EMPLOYEES	16 M	28 M	+ 77%

545 MILLION TRIPS BETWEEN CALIFORNIA REGIONS

In 2040. That is 50% more than 2010

California will grow

260,000 NEW RESIDENTS EVERY YEAR

4,300 LANE MILES + 115 AIRPORT GATES WOULD BE NEEDED

to create equivalent capacity of high speed rail

3.2 MILLION BARRELS OF OIL

will be saved with high speed rail, every year

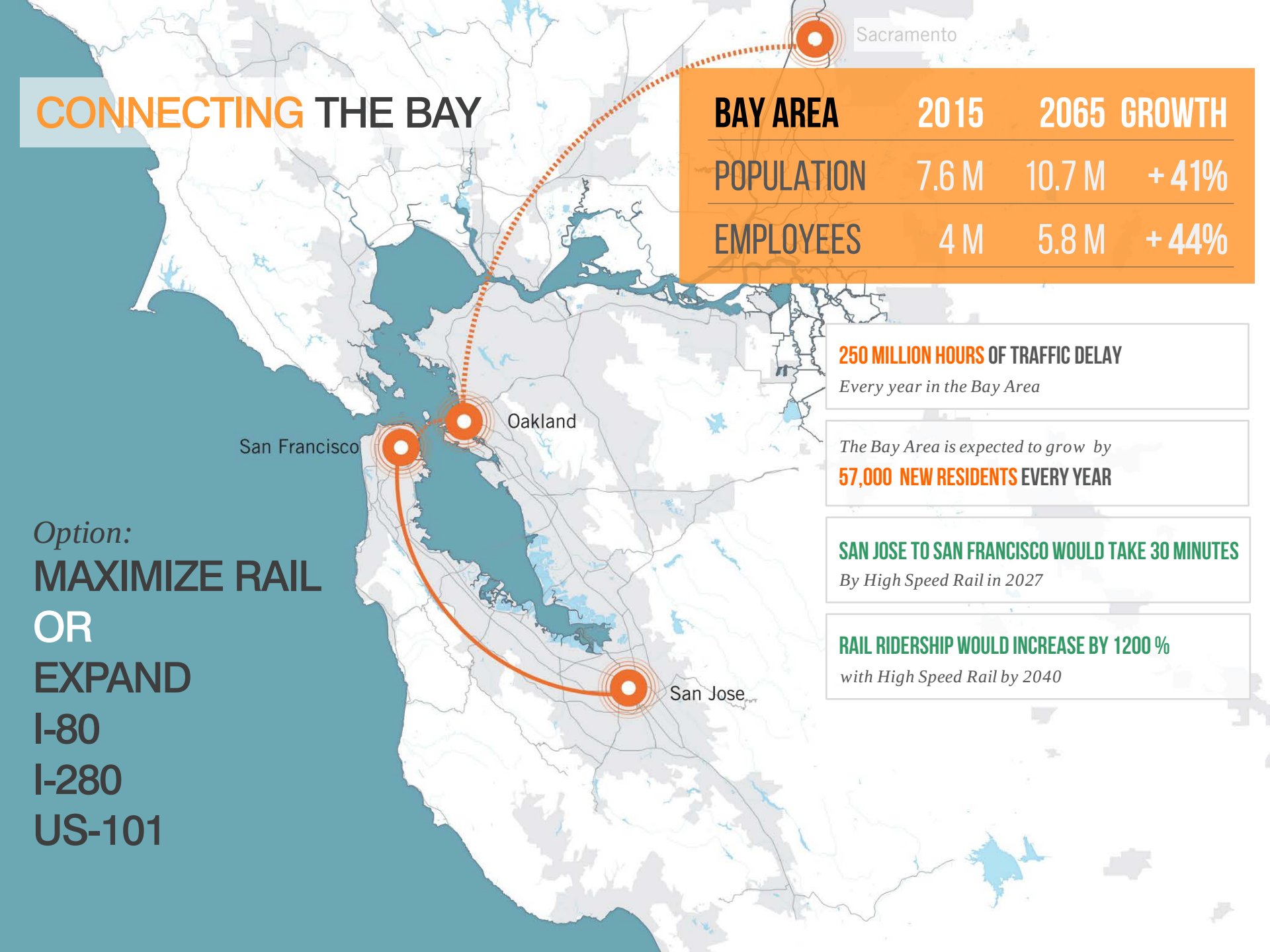
400 BILLION MILES OF AUTO TRAVEL

will be reduced with HSR by 2090



Option:
MAXIMIZE RAIL
OR EXPAND AIRPORTS/HWYS

CONNECTING THE BAY



BAY AREA	2015	2065	GROWTH
POPULATION	7.6 M	10.7 M	+ 41%
EMPLOYEES	4 M	5.8 M	+ 44%

250 MILLION HOURS OF TRAFFIC DELAY

Every year in the Bay Area

The Bay Area is expected to grow by

57,000 NEW RESIDENTS EVERY YEAR

SAN JOSE TO SAN FRANCISCO WOULD TAKE 30 MINUTES

By High Speed Rail in 2027

RAIL RIDERSHIP WOULD INCREASE BY 1200 %

with High Speed Rail by 2040

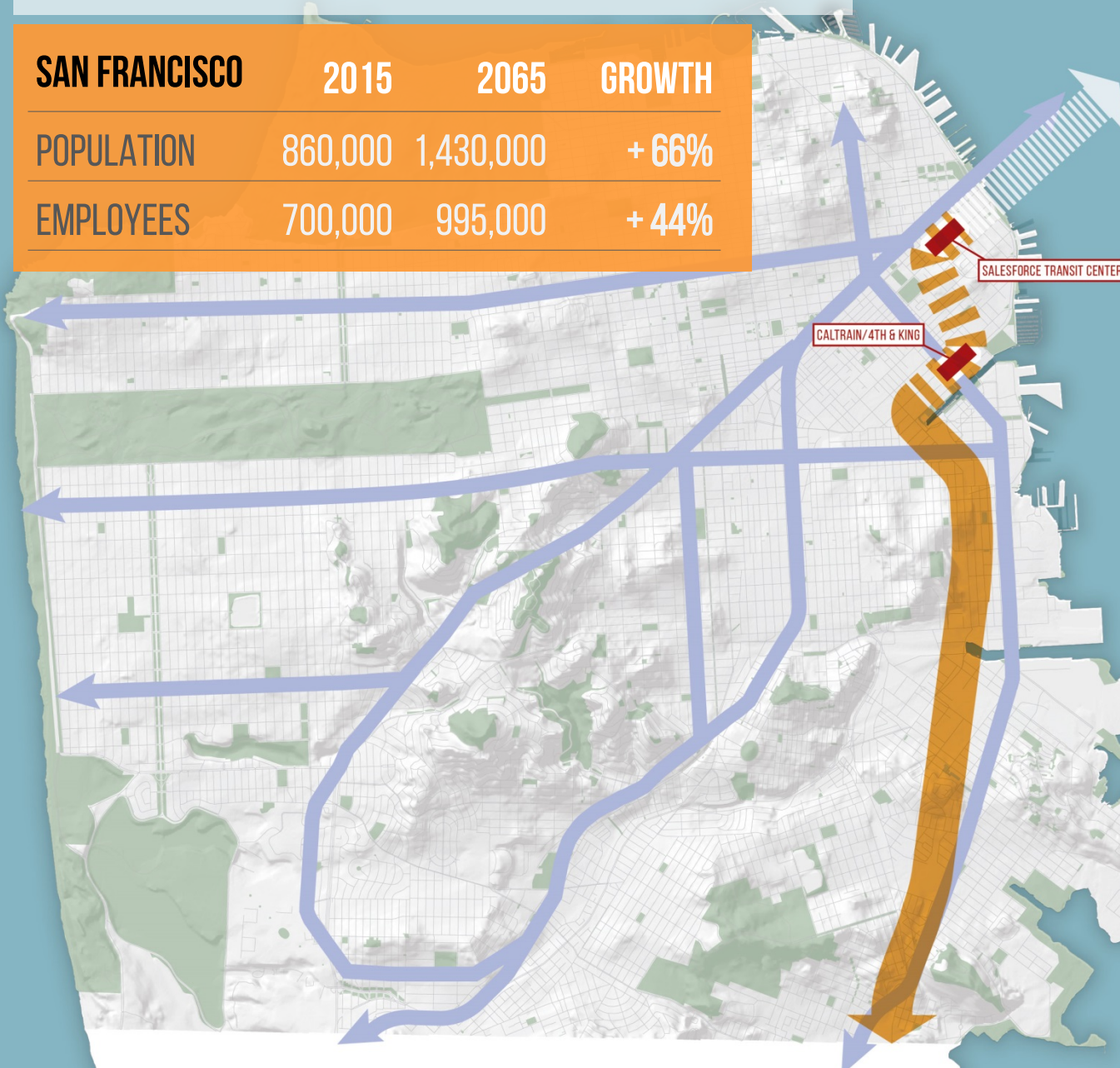
Option:
**MAXIMIZE RAIL
OR
EXPAND
I-80
I-280
US-101**

CONNECTING SAN FRANCISCO

SAN FRANCISCO	2015	2065	GROWTH
POPULATION	860,000	1,430,000	+ 66%
EMPLOYEES	700,000	995,000	+ 44%

MUNI METRO DEMAND IS **124% CAPACITY**
during morning commute (2015)

San Francisco is expected to grow by
12,000 NEW RESIDENTS EVERY YEAR



-  CALTRAIN/HIGH SPEED RAIL
-  MUNI METRO/BART
-  FUTURE TRANSBAY CONNECTION

Option:
**MAXIMIZE RAIL
OR
INCREASE
DEMAND ON
SF STREETS**

An aerial photograph of San Francisco, showing the city skyline in the background and a large highway interchange in the foreground.

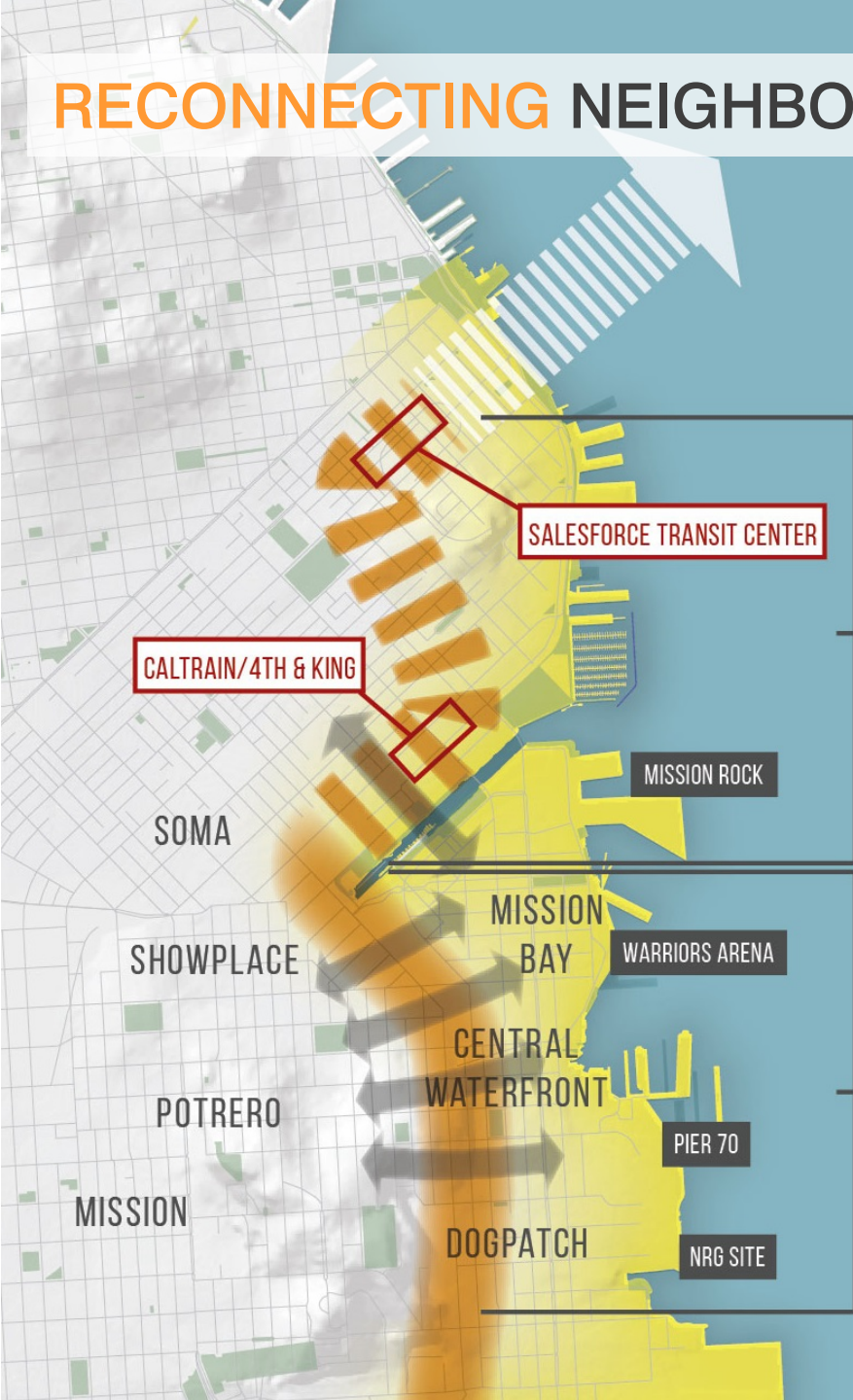
SAN FRANCISCO THEN

SAN FRANCISCO	1950	1970	2015	2065
POPULATION	700,000	715,000	860,000	1,470,000
EMPLOYEES	340,000	375,000	700,000	995,000

SAN FRANCISCO THEN AND NOW



RECONNECTING NEIGHBORHOODS



FIDI, MISSION BAY, SOMA,
SOUTHERN BAYFRONT

2015

2065

GROWTH

POPULATION

87,000

257,000

194%

EMPLOYEES

304,000

554,000

82%

SALESFORCE TRANSIT CENTER

CALTRAIN/4TH & KING

MISSION ROCK

DTX PLANNED

WARRIORS ARENA

MISSION BAY

CENTRAL WATERFRONT

PIER 70

DOGPATCH

NRG SITE

RAIL MOVED
UNDERGROUND
(ALIGNMENT TO
BE DETERMINED)

20,000 NEW HOUSEHOLDS IN SOUTHERN BAYFRONT

are planned, from Mission Creek to Executive Park

35,000 NEW JOBS + 520 ACRES OF OPEN SPACE

are also planned in the Southern Bayfront

6 EAST-WEST ROADS COULD BE RECONNECTED

across Caltrain tracks

Option:

**UNDERGROUND RAIL
OR
NEIGHBORHOOD
ISOLATION**

RECONNECTING NEIGHBORHOODS

THREE RAIL ALIGNMENTS UNDER CONSIDERATION



UP TO 10 TRAINS PER HOUR PER DIRECTION

110,000 + CALTRAIN RIDERS PER DAY

2040 ridership projection

ALTERNATIVE ALIGNMENTS UNDERGROUND TRAINS

Further south than DTX

ALIGNMENTS ARE REPRESENTATIVE

More engineering work required

III. STUDY RECAP

STUDY RECAP

- 5 Components – each independent, each looking at a large transportation and/or land use decision for the City
- Reviewed the specifics of each component and each option under each component
- Discussed tradeoffs using a CWG questionnaire and tradeoff matrix
 - Mixed positions on the importance of (1) neighborhood connectivity and (2) some of the components
 - Value capture is a rare opportunity to fund public benefits
- Started discussion around Public Meeting
 - What does the CWG want the public to know?
 - What does the CWG want to learn from the public?
 - What would a successful meeting look like?
 - What conversations would you want to spark among attendees?

RAB Study Components

1: Rail Alignment to Salesforce Transit Center (SFTC)

This component seeks to answer the most time sensitive question of the RAB: how to bring both Caltrain and High Speed Rail from the county line into the Salesforce Transit Center (SFTC)

2: Transit Center (SFTC) Loop

Explores future scenarios for train connections and operations beyond the initial connection to the SFTC to improve station capacity and/or rail connections beyond.

3: Railyard Reconfiguration/Relocation

Modifying or relocating some or all of the activities at the 4th/King Railyard would allow Caltrain to operate on a smaller footprint.

4: Boulevard I-280

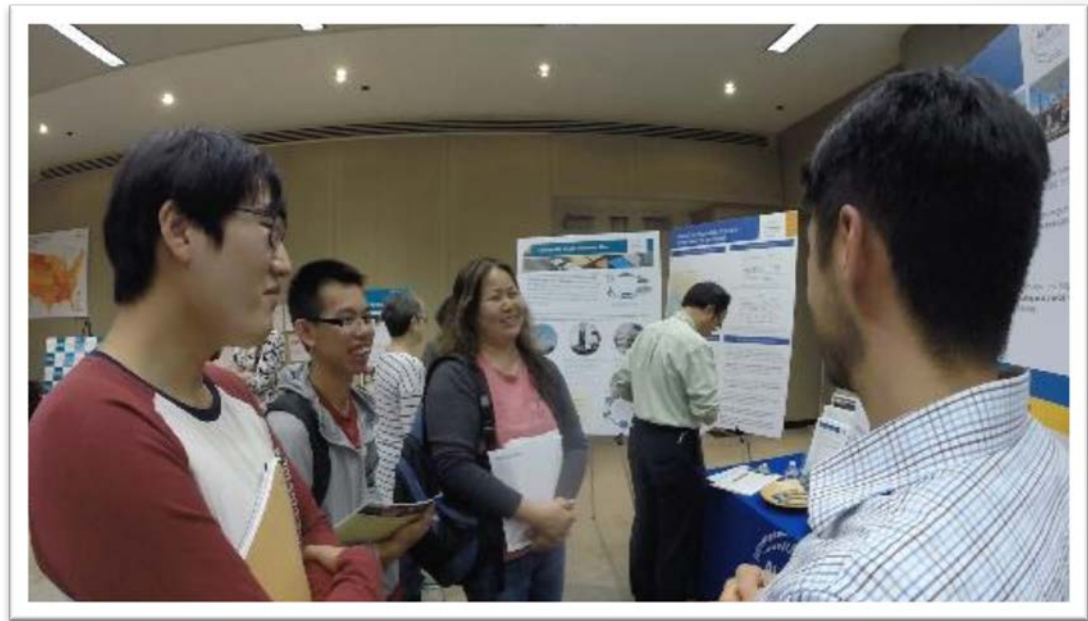
Replacing the end of I-280 north of Mariposa with an urban surface boulevard, similar to the Embarcadero or Octavia Blvd, could create new open space, improve circulation and allow connectivity throughout the area that is currently separated by 1.2 miles of I-280.

5: Opportunities for the Public's Benefit

Relocating the Caltrain Railyard and/or other infrastructure changes could make new land available for housing, commercial development, and open space, and provide public programs, and bicycle and pedestrian access.

OVERVIEW OF GOALS FOR PUBLIC WORKSHOP

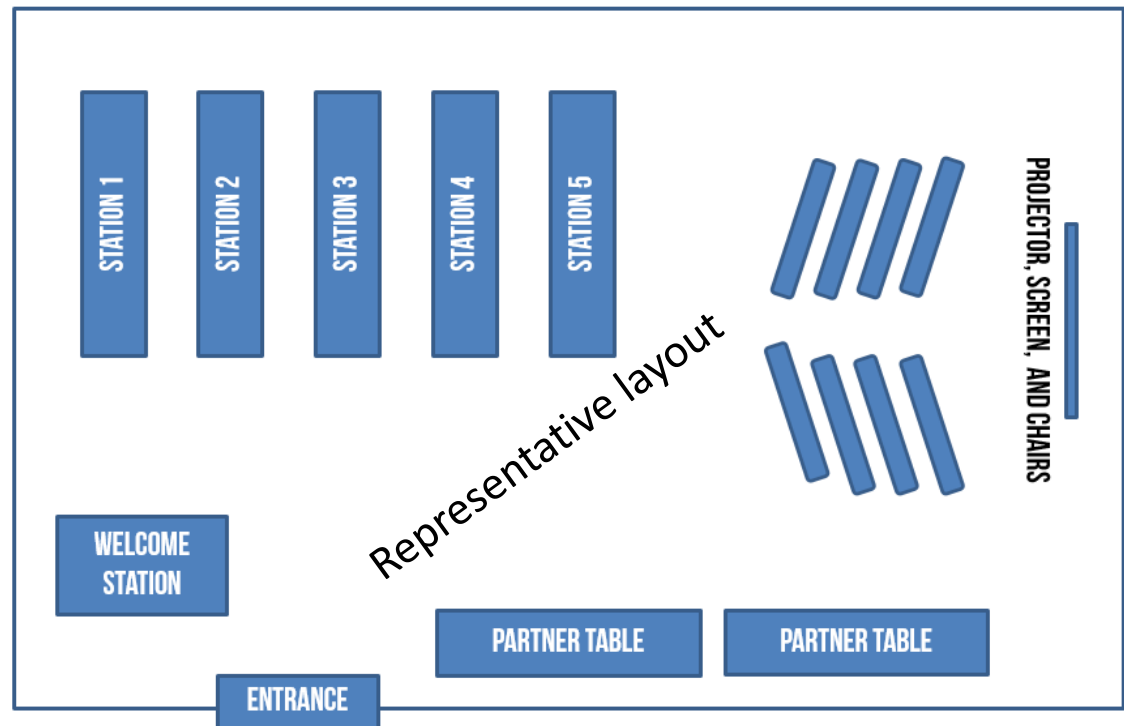
- Inform public of the differences between options under consideration
- Help the public understand the existing and future problems that need to be solved for
- Inform public of preliminary findings and recommendations
- Provide public with the timeline for decision making around the study
- Provide an opportunity to hear from the public about their priorities for the study area



STATIONS FOR THE PUBLIC MEETING

- Welcome Station: Offer an orientation to the meeting with map and presentation times
 - About RAB: Where we are in the process and how public feedback is valuable
 - Introduction to the Study/overview of the Study and components

- 5 stations detailing each of the components in more detail
- 3 to 5 additional stations for partner agencies interested in tabling (TJPA, MTC, Caltrain, HSR, City agencies, etc.)



KEY STUDY UPDATES

■ CHSRA Draft Business Plan

- Comments due 5/7
- New timeline for 1st Train Central Valley - SF

http://www.hsr.ca.gov/About/Business_Plans/Draft_2018_Business_Plan.html

■ Caltrain Business Plan

- Anticipated draft end of 2018

■ SFCTA Peer Review Update to Board

- Scheduled update to board 4/10 10am-noon City Hall Room 250

NEXT STEPS

- Next CWG Meeting (CWG #7)
 - Full alternative analysis
 - Schedule implications
 - Preliminary estimates of probable costs, etc.
- CWG Meeting #7 :
 - Tentatively planned for late April/Early May
- Public Workshop
 - Public workshop tentatively planned for May 2018

QUESTIONS?